

West Jersey & Seashore R. R. Co.

First Consolidated Mgt. 3 1/2% Gold Bonds

Due July 1, 1936 Interest payable January 1st and July 1st

Secured at the rate of \$20,088 per mile by a lien on all the Pennsylvania Railroad lines in Southern New Jersey. Cash dividends have been paid annually since the company's organization in 1896, and are now paid at the rate of 5% per annum.

For the year ended December 31st, 1910, net earnings were more than three times all interest charges.

Legal investment for Savings Banks in Connecticut and New Jersey, and Tax-Exempt in New Jersey.

PRICE AND DESCRIPTION ON APPLICATION.

CLARK, DODGE & CO.

BANKERS

51 Wall Street

New York

GOSSIP OF WALL STREET.

That the United States Supreme Court had been "spoofing" Wall Street was the prevalent conclusion among bankers, brokers, customers and clerks when half an hour after the market closed they learned that no decisions had been reached in the Tobacco and Standard Oil cases. Every bulletin from Washington prior to that time had tended to strengthen the belief that the decisions would be handed down after the close of the market. In the first place and principally, never before in the year and more since the trust cases have been before it has the court taken a recess before handing down the decisions. Yesterday a recess was taken after the reading of a number of decisions of no market importance. Then the time to which the recess was taken, 2:30 o'clock, made it seem probable that the decisions in the trust cases would be withheld so that they might be thoroughly digested by the financial community in hours when the market was closed. In most of the offices the expectation of decisions had become a certainty, so that when after the recess the market opened, the Lehigh Valley case seemed to have been turned to deep chagrin. If the court had deliberately planned an April fool joke on Wall Street it could not have been better executed.

There was as much perplexity over the Lehigh Valley case as there was disappointment over the trust cases. No one seemed to know that there was a recess in the case or any other litigation affecting the commodities clause of the Hepburn act before the court. Such records as most brokers had gave no information regarding the suit. The commodities case was decided in 1907, and the Lehigh Valley case was decided in 1908. The commodities case was decided in 1907, and the Lehigh Valley case was decided in 1908. The commodities case was decided in 1907, and the Lehigh Valley case was decided in 1908.

When the purpose of the Lehigh Valley case became known and the effect of the decision fully understood it was realized that the decision was of no market consequence, and therefore the commodities clause of the Hepburn act was not a direct or indirect interest in the commodities clause of the Hepburn act. In deciding the commodities case the court held that ownership by a railroad of stock in a company mining or producing a commodity was not a direct or indirect interest in the commodities clause of the Hepburn act. In deciding the commodities case the court held that ownership by a railroad of stock in a company mining or producing a commodity was not a direct or indirect interest in the commodities clause of the Hepburn act.

As the case stands now the Attorney-General may amend his complaint and proceed against the Lehigh Valley company for violation of the commodities clause. In the event that he is successful in maintaining his contention the effect will be that the Lehigh Valley will be obliged to go to as much trouble as did the Lackawanna in segregating its coal properties. Lackawanna stockholders have had no cause to complain over the richness of the mine which the Supreme Court forced Lackawanna to cut; nothing worse than a melon cutting in all the Lehigh Valley stockholders can apprehend in the event of a final victory for the Government. In attempting to force the hand of the management the Attorney-General is their friend.

Incidentally the Supreme Court affirmed the decision in the commodities case as concerned the Erie, Pennsylvania and Jersey Central. As far as those roads are concerned the litigation is over for all time.

Until the announcement on Saturday that John F. Stevens, formerly chief engineer of the Panama Canal, had been chosen as James J. Hill's right hand man, had resigned from the presidency of the Spokane, Portland and Seattle, president opinion held that B. F. Shust, president of the Western Maryland, was so far first in line for the position of the Missouri Pacific. Directors' committee. Yesterday Mr. Stevens held the field. However, the bankers who virtually have the choice of a man for president of the Missouri Pacific in their hands said that neither Mr. Shust nor Mr. Stevens had been chosen. In fact there has been no selection.

At three minutes before 3 o'clock yesterday afternoon in the customers' room of the New York Stock Exchange, a large group of people were crowded about the ticker which halted, sputtered and went calmly on printing out purple letters but clear white uninked indentations on the broad tape. Nobody could read the stuff. It was unquestionably the decisions of a blind man, was the only suggestion made by any customer. "An educated blind man," nobody knew where such a man was to be found. But the pressure of that huge ticker's chest stacked and in the machine began to print intelligible figures from Washington. It had to do with additional features of the Lehigh Valley decision.

With the approach of the time, April 8, when the Government will make its first report on the commodities clause of the Hepburn act, the situation is entering more into current discussion in Wall Street, and interest in the nature of the Government figures is being daily quickened by the receipt of reports from separate States as well

as by a mass of evidence from other sources. The State of Missouri yesterday issued its April report, showing a condition of winter of 91, as against 87.5 in 1910, 70 to 75 years ago and 80 for an eight year average. The farmers in that State held 35 per cent. of their corn on April 1, as compared with 26.6 per cent. a year ago.

President Forgan of the National City Bank of Chicago makes reference in his April circular to the popularity of the short term note at the present time and calls attention to the comparatively greater expense of financing of this kind. Such loans he points out, usually run from one to three years and are negotiated at terms which mean a total cost to the borrower of between 4 and 5 per cent. The ultimate expense is really larger than this, for the reason that the loans are only temporary and it is necessary for the borrowers to pay another commission later on when the long term securities can be sold. Another point which Mr. Forgan speaks of is the fact that the large bond issues of the last six months comparatively few have been sold for the account of important industrial companies. He is of the opinion that high grade industrial securities will soon be taken up as a safe investment by discriminating people.

The estimates of the new business of the United States Steel Corporation during March which appeared in the Street after the noon hour caused some unfavorable comment. New business during that month according to these estimates approximated an average of 30,000 tons a day, which indicated that the iron and steel business in March had been a little more unfavorable than had been expected. The January and February figures were 35,000 tons a day and February 40,750. A correction of these figures was made after the close of business, however, and the revised figures made a considerably more favorable showing. The approximate average of new business in March was 35,000 tons.

In the third hour of yesterday's Stock Exchange session, when a large part of Wall Street had quite made up its mind that the anti-trust decisions were on the point of being announced, the stock market came as nearly as a full stop as it is possible for it to do. The hour's trading between 1 and 2 o'clock consisted of just 6,018 shares and between 1 and 1:15 P. M. the total declines amounted to 700 shares. The spurt of activity in the closing hour, in fact, was all that prevented the stock market from scoring a new low record for the year in point of stagnation.

TOMKINS ON TERMINALS.

He Will Go Before the Chamber of Commerce With His Waterfront Program.

In an open letter to Comptroller Prendergast Commissioner of Docks Calvin Tomkins tells the majority of the Board of Estimate's West Side Terminal Committee that at next Thursday's meeting of the Chamber of Commerce he will attack the majority report recommending a series of terminal units.

Mr. Tomkins is the minority member of the committee. It is his plan to coordinate the entire West Side into one single terminal unit by means of a city marginal freight road connecting the terminals. Commissioner Tomkins advocates locating a marginal line back of the waterfront wherever possible to serve docks, warehouses and factories located on the back lands. He says he is planning for such installations at South Brooklyn, between the navy yard and Bay Ridge, at Staten Island between St. George and Fort Wadsworth, and in the Fresh Kills district opposite the New Jersey shore, also along the waterfront of the Bronx, at the mouth of the Harlem River, at Jamaica Bay, and at the mouth of the Hudson River.

He calls small separate terminals, each dependent upon car floats for its transfers, a retrogression to eighteenth century methods and says that the great terminals of the future may be expected to be linked together by freight tunnels under the rivers. He observes that while the city's policy of leasing the waterfront for long terms was bad enough the policy proposed by the committee of leasing all inshore properties in addition is in his opinion worse. This, he says, the waterfront being retained and substituting permits for leases will be lost.

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Chicago & Northwestern Railway System
\$1,500,000
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.
Superior Short Line First Mortgage 5% Bonds

Dated June 1, 1895 Interest Payable Due June 1, 1930
Authorized \$1,500,000 March 1 and September 1 Outstanding \$1,500,000

Coupon in form, may be registered as to principal
Union Trust Company, New York, Trustee

The bonds are secured by a closed underlying first mortgage on the Chicago, St. Paul, Minneapolis & Omaha Railway Company's terminal properties in Duluth, Minn., and Superior, Wis., and are a direct obligation of the latter Company, as the Superior Short Line Railway Company was merged in the parent company in 1895 and the bonds were assumed.

The Chicago and Northwestern and the Chicago, St. Paul, Minneapolis & Omaha Railway Systems both obtain their sole entrance into the great traffic centers of the above cities, over the terminal property covered by these First Mortgage 5% Bonds. Practically all the Lake Superior traffic of both roads passes through these terminals.

Application will be made to list the bonds on the New York Stock Exchange.

Having already sold a majority of these bonds, we offer the balance, subject to prior sale and change in price, at

109 1/8 and interest, yielding about 4.30%

Rhoades & Company

Bankers

45 Wall Street New York

MONEY AND EXCHANGE.

Money on call on the Stock Exchange yesterday opened at 2 1/2, rate cent. highest, 2 1/2, lowest, 2 1/4, and closed at 2 1/2. Time money was characterized by a slightly firmer tendency. Rates were 10 per cent. for 10 days, 11 per cent. for 30 days, 12 per cent. for 60 days, 13 per cent. for 90 days, 14 per cent. for 120 days, 15 per cent. for 150 days, 16 per cent. for 180 days, 17 per cent. for 210 days, 18 per cent. for 240 days, 19 per cent. for 270 days, 20 per cent. for 300 days, 21 per cent. for 330 days, 22 per cent. for 360 days, 23 per cent. for 390 days, 24 per cent. for 420 days, 25 per cent. for 450 days, 26 per cent. for 480 days, 27 per cent. for 510 days, 28 per cent. for 540 days, 29 per cent. for 570 days, 30 per cent. for 600 days, 31 per cent. for 630 days, 32 per cent. for 660 days, 33 per cent. for 690 days, 34 per cent. for 720 days, 35 per cent. for 750 days, 36 per cent. for 780 days, 37 per cent. for 810 days, 38 per cent. for 840 days, 39 per cent. for 870 days, 40 per cent. for 900 days, 41 per cent. for 930 days, 42 per cent. for 960 days, 43 per cent. for 990 days, 44 per cent. for 1020 days, 45 per cent. for 1050 days, 46 per cent. for 1080 days, 47 per cent. for 1110 days, 48 per cent. for 1140 days, 49 per cent. for 1170 days, 50 per cent. for 1200 days, 51 per cent. for 1230 days, 52 per cent. for 1260 days, 53 per cent. for 1290 days, 54 per cent. for 1320 days, 55 per cent. for 1350 days, 56 per cent. for 1380 days, 57 per cent. for 1410 days, 58 per cent. for 1440 days, 59 per cent. for 1470 days, 60 per cent. for 1500 days, 61 per cent. for 1530 days, 62 per cent. for 1560 days, 63 per cent. for 1590 days, 64 per cent. for 1620 days, 65 per cent. for 1650 days, 66 per cent. for 1680 days, 67 per cent. for 1710 days, 68 per cent. for 1740 days, 69 per cent. for 1770 days, 70 per cent. for 1800 days, 71 per cent. for 1830 days, 72 per cent. for 1860 days, 73 per cent. for 1890 days, 74 per cent. for 1920 days, 75 per cent. for 1950 days, 76 per cent. for 1980 days, 77 per cent. for 2010 days, 78 per cent. for 2040 days, 79 per cent. for 2070 days, 80 per cent. for 2100 days, 81 per cent. for 2130 days, 82 per 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per cent. for 16440 days